

S. WATSON & CO., LIMITED
Established A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at moderate prices.

PRICE LISTS, with full details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET—Our Claret including the lowest priced are guaranteed to be the genuine product of the grape and are not artificially made from raisins and carboys, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be genuine Cognac, the different price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "W" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Colon Ports.

S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong 10th January, 1936.

TO THE HONORABLE MEMBERS OF THE LEGISLATIVE COUNCIL.
I have the honor to acknowledge the receipt of your letter of the 10th inst. regarding the proposed Bill for the regulation of private vehicles. I am sorry to hear that the Bill is not yet passed. I am sure that the Council will pass it in due time.

Yours faithfully,
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bring him immediately under police control like the jinrikisha and chair coolies, is quite a new departure. As to requiring the owner of a jinrikisha to take out a licence, the idea is ridiculous. It might not be so bad if a licence were required for the baby, but if babies are allowed to be kept without a licence, why might not the jinrikisha be kept without a licence?

We are told, however, that the Bill is designed more particularly with regard to "trucks, carts, and trolleys, which are daily becoming a growing nuisance." The Bill has been introduced at a time when people's minds are chiefly occupied with the strike, and it is probably not received much attention from either the unofficial members of the Legislative Council or the parties who would be immediately affected by it. We trust, however, it will not be allowed to pass into law without some consideration of the principle involved. If there is a tendency on the part of the Chinese to take to the carriage of goods on wheels rather than on their shoulders it does not strike us as being a thing to be specially legislated against. It should rather be taken as a sign of progress. That carts, trucks, and trolleys are from certain points of view a nuisance is undeniable. In the same way the owner of a smart turn-out in England may deem it a nuisance that the road on which he happens to be driving should be also occupied by coal carts, furniture vans, market wagons, and so on, but no one would think of prohibiting vehicles of that kind or of dealing with them as nuisances in the legal sense of the term. So in this colony it is much more important for business generally that no restrictions should be placed on the carriage of goods and merchandise than that the road should be kept clear for the driver of a dog cart or for pedestrians who prefer to walk in the middle of the street instead of on the footpaths. A business thoroughfare cannot be kept quite the same as a drive in a gentleman's park, and the legislature should pause before it imposes restrictions on business merely to consult the comfort of a few. As to the accidents that occasionally happen with trolleys and trucks, they are regrettable of course, but wherever there is wheeled traffic there always will be accidents. People are run over every day in London, but no one would propose to do away with vehicular traffic on that account and expect that all goods that have to be conveyed from one place to another must be borne on men's shoulders. The owners of trucks and trolleys, like the owners of carriages, are liable to be sued at law for any damage they may do, and it seems inexpedient that their liability should be increased by the risk of being driven out of business by "the officer who issued the licence" thinking fit to forfeit it. The regulation of street traffic is of course a necessary, and in Hongkong it is very badly done, but the Bill now under consideration is not the way to deal with the matter. It might be well to require the owners of carts, trucks, and trolleys to have their names on their vehicles, as is the case with cars at home, so that in case of any offence being committed or damage done the owner could be readily got at, but there ought to be no question of making it dependent on the will of an individual officer whether a man may or may not carry on the business of carrying goods on wheels. What should be looked upon as a legitimate form of business open to any one who chooses to engage in it. Then, again, the Bill as it stands would not only affect the Chinese, but various European concerns as well. The Hongkong and Kowloon Godown Company would have to take out a licence for each of the trucks running on the tramway in connection with its godowns at Kowloon, the soda water trucks that we see about the streets, the Ice Company's carts, and the trolleys used in connection with the various machine shops and shipbuilding establishments would all have to be licensed, and the licences would all be subject to forfeiture if the officer who issued the licence should think fit. The Ordinance seems to us altogether inadvisable both as regards its principle and its details, and we trust the motion for its second reading at this afternoon's meeting of Council will be negatived.

The delivery of the French mail was begun at 7.50 last evening.

The C. P. steamer *Empress of India* left Vancouver for Hongkong on Monday, the last instant.

The Indo-China steamer *Lightning*, from Seattle, left Singapore for this port on the afternoon of the 22nd inst.

A telegram has been received in Tokyo stating that the Japanese-American Treaty was ratified at Washington on the 22nd March.

We have to thank a correspondent for photographic view of the Saigon Cathedral showing the handsome new spires in course of erection and completed.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 14th ultimo has arrived at Yokohama and will leave for this port via Nagasaki, this morning.

The dies for the new British dollar are just on the point of completion by the Mint authorities, and it is therefore hoped that they may be distributed soon. The late severe weather in this country has rather retarded their preparation, as a die which is hardened is always liable to damage, and in hard cold weather is very susceptible and likely to crack. It means at all events, that it will be the end of April or the Bombay mint will be able to turn out coins.

England is warned by the Tokyo *Mainichi* that unless she evinces more sympathy for Japan she will be superseded by France as the more influential power in the Orient. Some correspondence, says the writer, gained England the advantage at the Restoration, but the balance is now rapidly turning. The Japanese nation is becoming more and more a factor in the East, and it is not unlikely that the changes that are transpiring. The Orient of the future, it concludes, will be quite different from the Orient of the past.

The Legislative Council will meet this afternoon at half-past three. The following is the order of the day.

Financial Bill, No. 10.

First reading of a Bill entitled an Ordinance to amend the law relating to the conversion of British currency in all payments by the Government.

Second reading of a Bill entitled an Ordinance to amend the law relating to the conversion of British currency in all payments by the Government.

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The China Mail steamer *Polynesian*, from Glasgow, and *Liverpool*, left Singapore for this port on Tuesday, the 20th inst.

We understand that the annual dinner of the Hongkong Football Club has been postponed from Tuesday, 9th, to Saturday, 20th April, owing to it being found that many members are unable to be present.

Bill of exchange on London was taken before Mr. J. H. Williams, the Receiver, yesterday, and charged with keeping a common gaming house by carrying on a trade in Manila lottery tickets. The case was remanded until Saturday.

The following appointment has been made by the Admiralty: Acting Sub-Lieut. R.N.R. H. P. B. Smith, to the *Endeavour*, to date 30th March. Acting Sub-Lieut. R.N.R. H. P. B. Smith, to the *Endeavour*, to date 30th March. Acting Sub-Lieut. R.N.R. H. P. B. Smith, to the *Endeavour*, to date 30th March.

A Waymouth correspondent says that a party of twenty-four men belonging to the Chinese navy had landed there, on their way to Bickerton, where a small ship of war has been built for the Chinese navy. The men are said to be in the charge of a Great Western Railway official, who has instructions to see them safely to their destination.

The *Impressario*, the late flagship on the China Station, having completed a thorough overhaul and refit, made a satisfactory four-hour trial of her machinery on 27th February at Eastern Dock, and is now ready to receive her new crew of 160 men. A second trial was also made of the six 6-inch and four 4-inch quick-firing guns with which the *Impressario* was refitted since her last commission.

According to the National Zeitung, the Japanese War Office has placed a large contingent of troops in the northern provinces. These troops have been ordered to supply the Japanese army with food and other necessities. The Japanese War Office has also ordered the Japanese army to supply the Japanese navy with food and other necessities.

A meeting of the Straits Settlements Association was held on the 23rd inst. to hear and consider the proposals of the Japanese War Office for the Japanese army to supply the Japanese navy with food and other necessities.

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THE ENGLISH MAIL.
The P. & O. steamer *Rosalia*, with
the mail of the 21st March, left
Tuesday, the 28th, at 1 p.m., and
expected here on or about Sunday
next. This packet brings replies to
patches from Hongkong on 31st Jan-
THE GERMAN MAIL.
The N. D. L. steamer *Preussen*,
German mail of the 11th ult., left
Saturday, the 30th ult., and may be
here on or about Thursday, the 11th
THE AMERICAN MAIL.
The P. & M. steamer *Olympic*, having
American mail of 14th March, leaves
for the north port, via Nagasaki, on the
15th inst.

The C. S. steamer *Chang Kiang*
 Vancouver on the 1st inst. for Hongkong
 30th inst.
 The China Mutual chartered steamer
Phaema, from Glasgow and Liver-
 Singapore for this port at noon,
 and may be expected here on the
 1st.
 The Australian Lloyd's steamer
Kia-wa sails for this port on the
 The P. & O. steamer *Shanghai* will
 for this port on the 21st inst.
 The S. P. steamer *Victoria* will
 B. C. S. S. Co. steamer *Yamato* will
 The P. & O. steamer *Canada* will
 for this port on the 21st ultimo.

POST-OFFICE NOTICE
 The authorized List of Man-
 connection with this paper in the form of
 day in the year, and the same will be
 to a PROB. later than that first pub-

MAILS BY CLOSURE.
 For Shanghai—Per Kueilin, to
 5th, at 9.30 a.m.
 For Saigon—Per *Andanade*, to
 5th, at 9.30 a.m.
 For Singapore, Penang and Cey-
 lon—Per *Ararat*, to-morrow, the 6th
 at 9.30 a.m.
 For Swatow, Amoy, and Foo-
 Choo—Per *Ararat*, to-morrow, the 6th
 at 9.30 a.m.
 For Port Darwin, Thursday Is-
 land, Townsville, Brisbane, Syd-
 ney, Melbourne, and Marseilles—Per
Ararat, to-morrow, the 6th, at
 5.00 P.M.
 For Straits and Bombay—Per
Ararat, the 6th, at 11.30 a.m.
 For Nagasaki—Per *Ararat*, to-
 morrow, the 6th, at 11.30 a.m.
 For Yokohama, the 15th inst.

MAIS BY BUS GERMANY.
 The German Consul at Tientsin
 has dispatched on "FRIEDLAND,"
 with Mails for the United Kingdom
 and countries beyond, via Brins-
 ford Straits Settlements, Batavia, Ben-
 galee, and Calcutta, the following

Registry ceases at 1.00 P.M. The
2.00 P.M.

Late Letters till 2.30 p.m. with postage.
MAILS BY THE UNITED PACIFIC.
 The United States Mail Packets will be despatched on the 1st of each month with Mails for Japan, San Francisco, St. Louis, Canada, Honolulu. There will be closed as follows:-
 10.00 a.m. Registry closes on W. & C. P. Mails.
 11.00 a.m. Registry closes, but no mail can be posted on board the
 Late Fee of 10 cents extra per
 ounce of mail.
MAILS BY THE CANADIAN RAILWAY CO'S PACKET.
 The Canadian Mail Packets for China will be despatched on the 1st of each month with Mails for Japan, the United States, Canada will be closed as follows:-
 10.00 a.m. Registry closes.
 11.00 a.m. Registry closes, but no mail can be posted on board the
 Late Fee of 10 cents extra per ounce of mail.
MAILS BY THE BRITISH EAST INDIA COMPANY.
 The British Contract Packets are despatched on THURSDAY April, with Mails for the United States, Japan, Hong Kong, Canton, to the Straits Settlements, Nani, Barmah, Ceylon, Aden, Egypt, Gibraltar.
 The usual hours will be observed.
 HOURS OF CLOSING MAILS.
INDIA AND PENCHAL MAILS.
 When the Panchal train leaves the following hours will be closed the mails for Europe, &c., by the French Packets, when they leave the

ACNE, Money Order Office will be closed day before.
8.00 A.M. — Postage of Prices Co

current ceases.
 (Prices Current and Circulator
 posted up to 10 o'clock if they are
 country by country, with the address
 10.30 A.M.—Registry ceases.
 10.30 A.M.—Posting of newspapers
 pattern ceases.
 11.00 A.M.—Mail closes.
 LATE LETTERS may be posted
 A.M. with 10 cents late fee if
 after which hour they may be
 with the same late fee.

FOR SALE.
 ———
 JAPAN HAND MADE PA
 JAPAN PRINTING P
 JAPAN COPYING
 JAPAN WA
 24,
 Price Very Modest

PRICE: VERY MODERATE

HALL
his heart
to change
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MITSUI BUSSAN
& KAWASAKI
Shanghai, 1st January, 1894

新 生 信
Y. M. SANGH
CC. J. MCROACH
has always on
LARGE STOCK OF EVERY
of the following Vases during
tion of COMMISSIONER
—Care of Messrs. Wm.
J. COOPER & SONS

NOT RESPONSIBLE

Neither the CAPTAINS, nor the
OWNERS will be RESPONSIBLE
DECK entrusted by the Officers
of the following Vases during
Hong Kong Harbour:
ARIZONAS APACAP, Brit. str.
Bassoon, Swiss & Co.
BERNARDUS, Brit. str., West-
field & Swire.
BRUNSWICK, Brit. str., Webster
DEUTSCHLAND, Brit. str., Cham-
berlain & Co.
GRAB, HOLLAND, Amer. str.,
Brother & Sons.
KATE, Nepw. str., Anglo-Ord-
LYND-HOLM, Noww. str., Ham-
Rathkin.
GEO. B. SCOTCHDOPPE, Brit. str., Craig-
& Co.
FARRINGTON, Brit. str., Thomas
QUINN MARSHMAN, Brit. str.,
SCOTTIE, Amer. ship, Thompson

SHIPPING IN PORT

In Port on 21st March. 1896.

Norman, British steamer. Mar. 20
Dovermouth, British steamer, March 17
Fenn, Swedish bark, March 2
Finnco, Norwegian bark, March 11
Kong Bang, British steamer, March 7
Larvay, British steamer, March 11
Leif, Norwegian bark, March 2
New Zealand, Norwegian bark, March 4
Peatland, British steamer, Feb. 2
R. C. Riskma, German ship, March 4
Tulohab, British steamer, March 18
Transport, Norwegian ship, Feb. 15

HER BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Exeter, cruiser, 8 guns, 7,000 h.p., Captain
Groome, at Nagasaki.
Alacrity, steel-hulled bark, 4 guns, 3,160 h.p.,
Capt. F. G. de Lisle, at Hongkong.
Archer, cruiser, 8 guns, 3,500 h.p., Capt. Onysch
Tanx, at Hongkong.
Caroline, cruiser, 14 guns, 1,440 h.p., Capt. C.
J. Norcock, at Shanghai.
Centurion, sloop, 11 guns, 13,000 h.p., Com.
McQuhae, at Hongkong.

Opipide, grubhoof, 8 guns, 2,000 h.p., Com. G. H.
 MacArthur, at Ohefo
 Edgar, cruiser, 11 guns, 10,000 h.p., Com. W.
 H. Henderson, at Nigassaki
 Esk, dophin-armor grubhoof, 3 guns, 340 h.p.
 Lieutenant Com. Rarochill, on Yangtze
 Firebrand, composite grubhoof, 4 guns, 480 h.p.
 Lieutenant Com. O. Tufnell, at Nowohwang
 Gibraltar, British mail-of-war, 2,498 h.p., Angus
 MacLeod, at Hongkong
 Bearstar, cruiser, 10 guns, 5,500 h.p., Com.
 Metrix, at Yokohama
 Linnet, grubhoof, 5 guns, 1,950 h.p., Capt. Bear-
 croft, at Hongkong

Mercury, mission, 13 guns, 7,390 h.p., Capt.
 W. Parkes, at Singapore
 Peachtree, gunboat, 6 guns, 1,200 h.p., Lieut.-
 Com. Lupton, at Hongkong
 Pignun, gunboat, 6 guns, 1,200 h.p., Lieut.-Com.
 H. A. Phillips, at Hankow
 Flower, gunboat, 6 guns, 1,200 h.p., Lieut.-Com.
 F. C. B. A. Mington, at Tientsin
 Porpoise, steel torpedo cruiser, 6 guns, 3,500
 h.p., Com. C. L. Burr, at Changhai
 Rattler, composite, 6 guns, 1,200 h.p., Lieut.-
 Com. H. Cotsworth, at Forosa
 Redbreast, gunboat, 6 guns, 1,200 h.p., Lieut.-

Com. R. H. Johnston Stewart, at Hongkong
 Redpoll, embryo, 8 mm., 1,300 h.p., Lieut.-Com.
 O. G. May, at Bangkok
 Severn, cruiser, 12 guns, 4,000 h.b., Capt. R.
 P. H. Henderson, at Nagasaki
 Spartan, cruiser, 8 guns; 7,000 h.p., Comd.-Alfred
 L. Winslow, at Hongkong
 Solent, torpedo mining launch, at Hongkong
 Swift, double-screw gun-v., 3 guns, 1,010 h.p.
 Com. R. K. McAlpine, at Shanghai
 Tread, double-screw gun-vessel, 3 guns, 310 h.p.,
 in reserve, at Hongkong
 Undaunted, cruiser, 12 guns; 8,500 h.p., Capt.
 H. B. Hall, at Nagasaki

**FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.**

Admiral Korniloff, Russian cruiser, 26 guns,
8,280 h.p. (Capt. Woulf, at Yokohama)
Ad. Neobittoff, Russian ironclad, 32 guns, 9,500
h.p. (Capt. Kishirinskoff, at Nagasaki)
Africa, Portuguese cruiser. Com. Carlo Maria

Peroria *Vlad.*, at Masovo
 Aleout, Russian gashob, 6 gans, 1,001 h.p.
 Capt. Chirsky, at Vladivostok
 Aleut, Russian ironak, 1,228 h.p., 23 gans, Capt.
 A. Jannaginberry, at Anov
 Allisno, Amer. gashob, Good. Felix McCurlay,
 at Nagasaki
 Aleout, Japanese cruiser, Capt. Hofmeier, at
 Nagasaki
 Aleut, Russian gashob, 4 gans, Capt. Journal,
 at Bangkok
 Aleut, Amer. flagship, 15 gans, 6,500 h.p.,
 Capt. B. F. Day, at Nagasaki

1794. *French* *Ensign*, 13 guns, 8,800 h.p.
 Com. *Thouvenin*, at *Nassau*
Montenotte, 34 guns, *French* *Ensign*, 13 guns,
 8,500 h.p. Capt. *Toussaint*, at *Nagasaki*
 1795. *French* *Ensign*, 13 guns, 8,800 h.p.
 Com. *Thouvenin*, at *Nassau* *Light-Com.*
Caracciolo, 17 *English*, at *Miseno*
 1796. *French* *Ensign*, 13 guns, 1,100 h.p.
 Com. *Ensign*, at *Nassau*
Castilla, Spanish *Ensign*, 22 guns, 3,690 h.p.
 Capt. *Eur* goes *English*, at *Manila*
 1797. *Ensign*, Amer. *Ensign*, 10 guns, 7,500 h.p.
 Com. *Ensign*, at *Nassau*
 1798. *Ensign*, 17 guns, 4 guns, 430 h.p.
 Com. *Ensign*, at *Shanghai*
 1799. *Ensign*, 17 guns, 4 guns, 1,820 h.p.
 Capt. *Goodrich*, at *Shanghai*

Detroit, Amr. cruiser, Com. J. S. Newell, at Nagasaki
 Pin. Portuguese gunboat, Capt. A. Gomes, at Vladivostok
 Russian cruiser, 21 guns, 5,890 h.p., at Vladivostok
 Com. Antonio de Ulloa, Spanish cruiser, 13 guns, 1,523 h.p., Com. Jose Jimenez, at Shu chai
 Com. Juan de Ancri, Spanish cruiser, 13 guns, 150 h.p., Com. Jose P. Linares, at Manila
 Spanish Torpedo Boat cruiser, Capt. Corrochero, at Manila
 French cruiser, 12 guns, 3,500 h.p., Capt. Delor, at Shu chai
 Russian cruiser, 8 guns, 3,500 h.p., Capt. Volintsev, at Nagasaki

rminist (17) Russian gunboat, 340 tons, Capt. Uherkass,
 at Hongkong
 (15) German gunboat, 4 guns, 340 tons, Capt.
 ironclad, at Shanghai
 oceanant, French gunboat, 6 guns, 1,300 h.p.,
 Capt. Genoir, at Shanghai
 rana, German flagship, Capt. von Dresky, at
 Nagasaki
 ly, French ironclad, 93 guns, 8,300 h.p., Com.
 Gailhard, at Nagasaki
 orway, German, 8 guns, 1,823 h.p.,
 Capt. Filisot, at Chemulpo
 rryser, Russian corvette, 3 guns, 1,785 h.p.,
 Capt. Metogoff, at Chelon
 ion, French gunboat, 4 guns, Capt. Gascot, at
 Shanghai

French frigate, 5 guns, 480 h.p., Com.
 Nevan, at Shanghai.
 Russian iron cruiser, Capt. E. S. Houston, at
 Amoy.
 Russian auxiliary, 7 guns, 2,000 h.p.,
 Com. Andreoff, at Korea.
 German corvette, 15 guns, 2,100 h.p.,
 Capt. Kreder, at Shanghai.
 Russian iron cruiser, 5 guns, 1,370 h.p., Com.
 Krasin, at Amoy.
 Russian iron cruiser, 8 guns, 1,740 h.p., Com.
 Tsupov, at Tientsin.
 Russian iron cruiser, 9 guns, 253 h.p.,
 Capt. Zass, at Vladivostok.
 Russian iron frigate, 10 guns, 13,200 h.p.,
 at Vladivostok.

Caravel, French cruiser, 18 guns, 3,260 h.p.
 Cent. Forest., 1 Janan
 Cent. American garb-oak, 4 guns, 650 h.p.
 Cent. Com. W. E. Emory, at Newswh
 cruiser, French garb-oak, 1 gun, 500 h.p., Com.
 Varlet, Baukrick
 Russian cruiser, 18 guns, 2,784 h.p.
 Cent. Zoloff, at Shauzitz
 Maria Cristina, Spanish cruiser, 25 guns, 3520
 h.p. Cent. A. Garinat, at Tongkang
 Com. Russian cruiser, 16 guns, 3,260 h.p.
 Com. Rimsky-Kowakoff, at K. de
 Zoloff, Russian garb-oak, 4 guns, 520 h.p.
 Cent. Garconoff, at Vladivostok
 Cent. As.

trompett, of Russian
ophia, German cruiser, Captain Herbinz,
at Nauchin.
rancher, Russian torpedo boat, Lieut. Engour-
cheff, at Hongkong.
phosphorus, French frigate, 45 guns, 6,720
tons, at Tientsin.
barrier, British cruiser, 12 guns, 6,109 h.p., Capt.
Berolioli, at Kobe.
pire, French gunboat, 4 guns, 425 h.p., Capt.
Constable, at Benetok.
flax, Russian cruiser, 12 guns, 3,500 h.p.,
Capt. Zarin, en route.
salmon, from north American coastland, 34 tons,
7500 p.s., at Rostrensky, at Black Sea.
ship, Russian ship, 3 guns, Com. Molochanov.

at Vladivostok
 Vladimir, Russian torpedo cruiser, Com. Nevius,
 by, at Nagasaki
 Zaslavski, Russian cruiser, 9 guns, 3,300 h.p., at
 Vladivostok
 Zif, German submarine, 4 guns, 319 h.p., Lieut.
 Com. Kretschmann, at Tientsin
 Zorkov, American gunner, Capt. Folger, at
 Chefoo
 Ziska, Russian cruiser, 10 guns, 3,200 h.p.,
 Capt. Ussupov, at Nagasaki

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